

NO FOREIGN DISSEM

CIA/RR CB 65-9
February 1965

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INTELLIGENCE BRIEF

INDONESIA PURCHASES NEW JET TRAINERS
FROM CZECHOSLOVAKIA

DIRECTORATE OF INTELLIGENCE
Office of Research and Reports

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INDONESIA PURCHASES NEW JET TRAINERS
FROM CZECHOSLOVAKIA

A significant addition to Indonesia's air force capability has been made by the purchase from Czechoslovakia of the Bloc's best primary jet trainer, an aircraft that can be readily modified for combat. Information now available indicates that in late October 1964 Czechoslovakia [REDACTED] - the first military aid that Sukarno has received from Prague since 1961 -- under which Indonesia will purchase [REDACTED] L-29 aircraft* and associated equipment. Indonesia currently is attempting to increase the order [REDACTED] aircraft, and the first two units are expected to arrive shortly. Other than Syria, which received some of these trainers in 1964, the L-29 has not been exported to any countries of the Free World. This purchase continues the trend in Indonesia of replacing Western aircraft with planes produced in Communist countries.

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1. Need

As of January 1964 the Indonesian air force intended replacing its basic trainer, the AT-6 (Harvard) piston trainer, with a high-performance jet trainer to be furnished by Czechoslovakia. The US-supplied AT-6 -- the Indonesian air force had 63 of them in the fall of 1964 -- is to be replaced because of the problems of spares and repair. The other trainer available to the air force, the obsolescent U-MIG-15/Midget, 30 of which were supplied by Bloc countries during 1958-62 (but few of which are flyable at present), is clearly inferior to the L-29. Although Prague gave general consent to the scheme, negotiations did not really gain impetus until June, when Air Commodore Budiardjo took a team to inspect the L-29 in Czechoslovakia.

2. Agreement

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25X1B Budiardjo left Prague entirely satisfied with the aircraft. On his departure the financial aspects were pursued by the resident Indonesian Ambassador. Initially, Czechoslovakia -- not noted for its largesse in military aid, [REDACTED]

* The Czechoslovak nickname for the aircraft is "Delphin" (Dolphin), and the NATO designation is L-29/Maya.

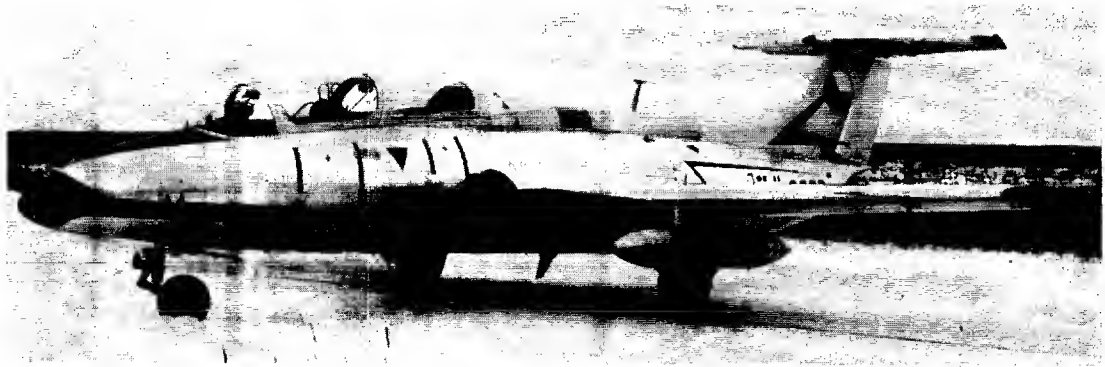
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3. Aircraft

The L-29 is a two-place jet trainer with a maximum speed of more than 430 knots and a ceiling of 39,700 feet (see the photograph).



It is the first jet aircraft entirely of Czechoslovak manufacture. Since going into series production in 1962, the L-29 has gained the reputation of being the best primary jet trainer in the Bloc inventory. Indeed, it has been selected in preference to the Soviet Yak-30/Magnum and Yak-32/Mantis and the Polish Ts-11 (Iskra) for use by air forces of the Warsaw Pact. It has been deployed in Czechoslovakia, East Germany, and the USSR. The L-29 probably will be tropicalized for service in Indonesia

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It is advertised as adaptable for takeoff and landing on unimproved runways -- a capability that has appeal for less developed countries, which normally have few hard-surfaced runways. It is configured to enable air-to-air and air-to-ground firing practice and air-to-ground rocket launching and bombing. Czechoslovakia states that the L-29 is an all-purpose jet trainer which will reduce substantially the conventional training curriculum. Its acquisition should add to the overall capability of the Indonesian air force by speeding the training necessary to put accomplished pilots into the growing force of MIG-21/Fishbed supersonic interceptors. Currently, Indonesia has 18 MIG-21 aircraft and plans to increase this number by at least 14 advanced FL aircraft (probably an all-weather version) and 6 MIG-21/Mongol trainers beginning in 1965.

Analyst:

Coord:



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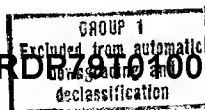
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12 February 1965

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BY: *71013*
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3 February 1965

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FROM : Chief, Publications Staff, ORR
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